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COUNTRY Germany (Soviet Zone) REPORT NO. 08700270008-6

TOPIC Dresden-Klotzsche Airfield

EVALUATION see below PLACE OBTAINED 25X1A

25X1A DATE OF CONT.

DATE OBTAINED RED 27 August 1951

REFERENCES

PAGES ENCLOSURES (NO. & TYPE) 1 sketch on ditto

REMARKS

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25X1X

SOURCE

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- ☐ 1. At 5:40 a.m. on 3 July 1951, three twin-engine silver aircraft with radial engines took off from Dresden-Klotzsche airfield. Eight additional dark green twin-engine planes took off after 6 a.m. The eight planes assembled in two groups, one of which formed a wedge formation of five planes. Fifteen additional aircraft of the same type took off before 6:40 a.m.
2. A twin-engine silver plane was parked at the field at 6:02 a. m. Two thirds of its rudder assembly was painted yellow. Many Soviet sentries were seen at the field and in its vicinity. It appeared that the field was more heavily guarded than previously.
- 25X1X ☐ 3. On 4 July, 21 twin-engine transports with tail wheels landed at the field. The same aircraft took off between 9:40 and 10:10 a.m. on 5 July. They landed between 11 and 11:30 a.m. A high-wing monoplane landed at the field at 11:30 a.m. Eight transports were seen taking off at 12:30 p.m.
4. Between 6 and 8 p.m. on 6 July, all 21 planes were parked at
5. At 4 a.m. on 7 July, all 21 twin-engine transports took off. They returned to the field at 5:05 a.m. and landed in three groups, at intervals of 10 minutes. the aircraft took off again during the late morning. All the aircraft were again parked at the field at 7 p.m. (2)
6. On the night of 10 July, local flights were made by biplanes between 7 p.m. and 1 a.m. The same flying activity was observed on 13 July between 5 and 10 a.m. and on 18 July between 9 p.m. and 1 a.m.

25X1A

25X1A

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- 2 -

25X1A

25X1C 7.

8. The cargo gliders seen at the field had large fuselages, a braced elevator mounted on the fuselage, straight leading and trailing edges of the wings, square wing tips and landing gears consisting of six wheels which were fitted in pairs. Only part of the wheels projected beyond the fuselage. (3)
9. In June, a driving school was housed in the former air college building at the field. There was extensive driver-training almost every day. All the soldiers wore black-bordered blue epaulets. The driving school has not been observed since 8 July. An MVD unit and a number of watchdogs were also quartered in the former air college building. According to an informant, the present occupation of the building exceeds its capacity.
10. At about 11 a.m. on 21 June, 13 twin-engine transports with radial engines, single rudder assemblies, and landing gears retracting rearward landed at the field. Some of the propeller hubs were painted yellow. The aircraft were flying in squadron V-formation of seven planes each. Four other planes flew individually. The formation dissolved and landed in the following order:

4
x
3x x5
2x x6
1x x7

According to an informant of source, iron bedsteads were being unloaded on 21 June.

11. On 25 June, two or three squadrons each of 7 transports approached the field for landing. An informant of source said that a cargo glider was released over the field. On 2 July, a squadron took off at 7 p.m. and another one at 3:15 p.m.
12. Between 25 June and 15 July, three planes flying in formation repeatedly landed at the field in addition to the usual transports. They were larger aircraft and were fitted with tricycle landing gears. (4) At about noon on 10 July, nine individual parachute jumps were made from a plane flying at an altitude of 300 to 1,000 meters.

25X1A

13. Between 2 and 22 July, the former air college was occupied by an air force unit of about 1,500 men who wore black-bordered blue epaulets and aviation badges; about 500 men of a unit wearing black-bordered crimson epaulets but no badges; and a group of

25X1C

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- 3 -

25X1A

25X1A

14. No aircraft or flying activity was observed at the field on 13 and 27 July. The airport terminal in the southeastern section of the field seemed to be occupied by 20 to 30 soldiers. Many sentries were seen along the boundaries of the field. The soldiers wore black-bordered blue epaulets with winged-propeller insignia. The hangars were closed. No Soviet motor vehicles were seen entering and leaving the field.

25X1A

Comments.

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25X1C

- (2) From 21 June to about 10 July 1951, Dresden-Klotzsche airfield was continually used by transports from Altenburg and some IL-12s towing cargo gliders. It is believed that it was an air-transport exercise involving a battalion of the 39th Gds Mtz Rifle Div, Dresden-
Klotzsche airfield is not occupied by an air unit.
- (3) For source's sketch of cargo glider, see Annex.
- (4) Probably IL-12s towing cargo gliders.

1 Annex: One sketch on ditto.

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